

TOP SECRET

DIRECTOR

25X1A

PRIORITY

IN 89241

25X1A

TOR 0300Z 20 FEB 68

25X1A 25X1A

CP51-10

PRIORITY

REF

ONE

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# SUPPLEMENTAL ACCIDENT INFORMATION ARTICLE 012.

1. RETURNED TO ACCIDENT SCENE SATURDAY (20TH) AND HAVE THE FOLLOWING FRAGMENTARY INFO TO REPORT:

A. TWO WITNESSES SAW AIRCRAFT AT OR SHORTLY BEFORE FIRST TOUCHDOWN. BRIEF OF THEIR REPORT SUPPORTED BY MEASURED WHEEL MARKS, BROKEN TREES, AND CONTACT WITH FIRST BUILDING IN VILLAGE ESTABLISHES FOLLOWING PATH OF AIRCRAFT FROM TOUCH DOWN TO FINAL REST: FIRST TOUCH DOWN WAS ALONG A LINE APPROX 900 FEET PARALLEL TO ~~EAST~~ <sup>WEST</sup> SIDE OF NORTH SOUTH RUNWAY AND APPROX 95 FEET BEYOND THE SOUTH END OF THE RUNWAY. FROM THIS POINT ON AIRCRAFT WAS ON THE GROUND FOR 53 FT., OFF GROUND FOR 20 FT., ON GROUND FOR 17 FT., TOUCHED GROUND AT PLUS 152 FT., TOUCHED GROUND AT PLUS 27 FT., OFF GROUND FOR PLUS 135 FT., ON THE GROUND FOR 430 FT., AIRDOWN FOR 84 FT., OUT THROUGH TOPS OF TREES PERPENDICULAR TO FLIGHT PATH (ALTITUDE APPROX 15 FT.), AIR BORNE FOR PLUS 84 FT., STRUCK 4 OR 5 --CONTINUED--

TOP SECRET

GROUP 1  
EXCLUDED FROM AUTOMATIC  
DOWNGRADING AND  
DECLASSIFICATION

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[REDACTED] IN 89241

T O P S E C R E T

PAGE TWO

SOIL. SMALL TREE TOPS AT ABOUT SAME ALTITUDE, CONTINUED AIRBORNE FOR  
HAT AT STUCK LIGHT OR TELEPHONE POLE ALTITUDE ABOUT THE SAME,  
CONTINUED IN THE AIR FOR 35 FT STUCK FIRST PART OF VILLAGE  
AND CAME TO REST IN VILLAGE AS PREVIOUSLY REPORTED.

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B. CONTACTED [REDACTED]

AND ESTABLISHED THAT

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NEITHER [REDACTED]

RECEIVED ANY RADIO INFO OR OBSERVED  
AIRCRAFT.

C. COMMENCED CLEANUP AROUND AIRCRAFT WITH [REDACTED]

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THIS TASK WILL BE COMPLETED ON SUNDAY. BY LATE AFTERNOON SAT  
IT WAS APPARENT THAT WE PROBABLY WON'T BE ABLE TO LIFT FUSELAGE  
AND ENGINE AS PREVIOUSLY PLANNED. LOOKS NOW LIKE ENGINE WILL  
HAVE TO BE PEELED FROM FUSELAGE SECTION AND LIFTED SEPARATELY.  
ENGINE LOOKS TO BE IN FAIRLY GOOD CONDITION. SALVAGE ACTIONS  
WILL BE COORDINATED WITH ACCIDENT TEAM SUNDAY AFTERNOON  
AND IF THEY CONCUR WILL COMMENCE REMOVAL ON MONDAY AND MOVE ITEMS  
OF INTEREST TO [REDACTED] ON MONDAY OR TUESDAY NIGHT.

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D. UNDERSTAND FROM THE SCENE ON SATURDAY THAT THERE WAS ONLY  
ONE FATALITY AND FIVE INJURIES TO CIVILIAN PERSONNEL. INFO RE  
THE SECOND FATALITY REPORTED LATE THURSDAY WAS IN ERROR.

E. WILL MEET AND BRIEF ACCIDENT TEAM IMMEDIATELY UPON  
THEIR ARRIVAL AND TAKE THEM TO ACCIDENT SCENE VIA [REDACTED]  
ON SUNDAY AFTERNOON.

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2. [REDACTED] FUNERAL WAS HELD SATURDAY AFTERNOON. SEPARATE  
FLOWERS WERE SENT FROM [REDACTED] MANAGER, AND LAC PERSONNEL.

--CONTINUED--

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T O P S E C R E T

[REDACTED] IN 89241 T O P S E C R E T PAGE THREE

25X1A PEN [REDACTED] SUGGESTION, WHICH I CONCURRED WITH, FOR SECURITY  
25X1C REASONS, [REDACTED]

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25X1A S. WAS INFORMED BY [REDACTED] ON SAT NIGHT THAT [REDACTED]

[REDACTED] THAT THERE WOULD BE NO OPS MISSIONS UNTIL FURTHER NOTICE.

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I CONSIDER THIS PROBABLY NORMAL [REDACTED] POSITION AT THE MOMENT  
AND DO NOT KNOW THE EXACT TENOR IN WHICH STATEMENT MADE.

WILL KEEP YOU INFORMED THIS REGARD WHEN I HAVE BETTER FEEL FOR  
THEIR POSITION AND ATTITUDE. MUCH WILL DEPEND I'M SURE ON THE  
INVESTIGATION OUTCOME ON THE REPORTED OVER TEMP. WHETHER OR NOT  
A RELIGHT WAS ATTEMPTED AND FURTHER ANALYSIS OF [REDACTED] ACTIONS  
AND FLAME OUT LANDING ATTEMPT.

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END OF MESSAGE

T O P S E C R E T